

## **Appendix E** Glossary of Technical Terms

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## A

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| <b>100-year floodplain</b>                  | The area within a floodplain that statistically has a 1% chance of flooding in any given year.  |
| <b>A-Weighted Decibel Sound Level (dBA)</b> | The sound level measured on an instrument containing an A filter, which electronically simulates the frequency response of the human ear under an average intensity of sound.   |
| <b>Acquisition</b>                          | The process of obtaining right-of-way.  |
| <b>Action</b>                               | A National Environmental Policy Act (NEPA) term; construction or reconstruction, including associated activities of a transportation facility. An action may be categorized as a “categorical exclusion” or a “major federal action.”   |
| <b>Active Fault</b>                         | A fault that has moved within late-Quaternary time (the last 750,000 years). Note that this definition is broader than that used by the California Department of Conservation, California Geological Survey (CGS), which defines an active fault as one that has moved within Holocene time (the last 11,000 years).  |
| <b>Adverse</b>                              | A term used to describe unfavorable, harmful, or detrimental changes in environmental conditions.   |
| <b>Aerially deposited lead (ADL)</b>        | Lead deposited within unpaved areas or formerly unpaved areas, primarily due to vehicle emissions. Aerially deposited lead is typically found within the top 0.6 meters (2 feet) of material in unpaved areas within the highway right-of-way.  |
| <b>Agency Decisions</b>                     | Two key decisions made by the Lead Agency during the environmental process—approval of the IS/EA and selection of a preferred alternative.  |
| <b>Air Contaminant</b>                      | Any particulate matter, gas, or combination thereof, other than water vapor.  |
| <b>Air Pollutant</b>                        | Any substance in air that could, in a high enough concentration, harm humans, other animals, vegetation, or material. Pollutants may include almost any natural or artificial composition of airborne matter capable of being airborne. They may be in the form of solid particles, liquid droplets, gases, or in combination thereof. Generally, they fall into two main groups: (1) those emitted directly from identifiable sources, and (2) those produced in the air by interaction between two or more primary pollutants, or by reaction with normal atmospheric constituents, with or without photoactivation. Exclusive of pollen, fog, and dust, which are of natural origin, approximately 100 contaminants have been identified. Air pollutants are often grouped in categories for ease in classification; some of the categories are: solids, sulfur compounds, volatile organic chemicals, particulate matter, nitrogen compounds, oxygen compounds, halogen compounds, radioactive compound, and odors. |

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| <b>Air Quality Management District (AQMD)</b> | A regional agency that adopts and enforces rules to achieve and maintain state and federal air quality standards.  |
| <b>Alluvium</b>                               | Sediment deposited by flowing water, as in a riverbed, flood plain, or delta.  |
| <b>Alquist-Priolo Zones</b>                   | Active fault zones, identified pursuant to the Alquist-Priolo Earthquake Fault Zone Act. This Act is intended to prevent the construction of new buildings for human occupancy over active faults. It requires identification of active fault zones and regulation of development within these zones. General Plan Safety Elements typically incorporate the Act's requirements. The Act does not apply to publicly owned facilities, critical facilities and lifelines, or industrial facilities. |
| <b>Alternatives</b>                           | Solutions to the project's need. A "reasonable range" of alternatives must be considered as part of the I-5 HOV Lane Extension Project Draft Initial Study/Environmental Assessment (IS/EA) process. One of those alternatives must be a "no project" or No Build Alternative.   |
| <b>Ambient Noise</b>                          | The all-encompassing noise associated with a given environment, being usually a composite of sounds from many sources near and far.  |
| <b>Americans With Disabilities Act (ADA)</b>  | Federal civil rights legislation for disabled persons passed in 1990; calls on public transit systems to make their services more fully accessible as well as to underwrite a parallel network of paratransit service.   |
| <b>Annual Average Daily Traffic (AADT)</b>    | The average 24-hour volume, being the total number during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year. The term is commonly abbreviated as ADT or AADT.  |
| <b>ARB – California Air Resources Board</b>   | Part of the California Environmental Protection Agency, the California Air Resources Board is charged with promoting and protecting public health, welfare, and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state.  |
| <b>Archaeological Survey Report (ASR)</b>     | Caltrans uses the Archaeological Survey Report (ASR) to present results of identification efforts conducted for a project. The ASR is an attachment to the Historic Property Survey Report (HPSR).   |
| <b>Area of Potential Effect (APE)</b>         | A term used in Section 106 to describe the area in which historic resources may be affected by a federal undertaking. This term should only be used in cultural resource reports; "survey area" or "project footprint" should be used as applicable in other reports.  |
| <b>Arterial Street</b>                        | A major thoroughfare, used primarily for through traffic rather than for access to adjacent land, that is characterized by high vehicular capacity and continuity of movement.   |

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| <b>Asbestos</b>                    | An incombustible mineral fiber used for fireproofing, electrical insulation, building materials, brake linings, and chemical filters. The fibers can pollute air or water and are a human health concern.                             |
| <b>Attainment area</b>             | An area considered to have air quality as good as or better than the national ambient air quality standards as defined in the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others. |
| <b>Attenuation</b>                 | The reduction of noise.   |
| <b>Average Daily Traffic (ADT)</b> | The average traffic volume of 24-hour counts collected over a number of days greater than one but less than a year.   |
| <b>Average Daily Trips</b>         | The number of vehicles passing a given point on a road traveling in a given direction during a 24-hour period.  |

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| <b>Best Management Practices (BMP)</b> | Methods or measures designed and selected to reduce or eliminate the discharge of pollutants from nonpoint source discharges. In water quality, BMPs include treatment requirements and operating procedures and practices to control site runoff, spills or leaks, sludge or waste disposal, or drainage from raw material storage. |
| <b>Basin Plan</b>                      | A specific plan for control of water quality within one of the nine hydrologic basins of the State under the regulation of a Water Quality Control Board.  |
| <b>Biofiltration swales/strips</b>     | Biofiltration strips are vegetated land areas over which stormwater flows as sheet flow. Biofiltration swales are vegetated channels, typically configured as trapezoidal or v-shaped channels that receive and convey stormwater flows while meeting water quality criteria and other flow criteria.                                |
| <b>Buildout</b>                        | The maximum amount of building that can take place within a certain area, typically over a given period of time.   |

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| <b>California Department of Fish and Game (CDFG)</b>      | A public agency within the Resources Agency of the State of California. This agency is responsible for managing California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. CDFG also is responsible for the administration of the provisions of the State Endangered Species Act and for operating the California Natural Diversity Database. |
| <b>California Department of Transportation (Caltrans)</b> | Owner and operator of the Interstate 5 (I-5) freeway, and Lead Agency for the I-5 HOV Lane Extension Project Draft Initial Study/Environmental Assessment (IS/EA).   |

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| <b>California Environmental Quality Act (CEQA)</b>                       | State legislation enacted in 1970 and subsequently amended. It protects the environment for the people of California through requiring public agencies and decision makers to consider and document the environmental consequences of actions.  |
| <b>CEQA Guidelines</b>   | Regulations adopted by the State of California to implement California Environmental Quality Act (CEQA).  |
| <b>California Native Plant Society (CNPS)</b>                            | The California Native Plant Society is a statewide nonprofit organization dedicated to increasing understanding of California's native plants and to preserve them in their natural habitats through scientific activities, education, and conservation. The Society works primarily through its local chapters.  |
| <b>California Natural Diversity Database (CNDDDB)</b>                    | The California Natural Diversity Database is part of the Wildlife and Habitat Data Analysis Branch, Habitat Conservation Division, California Department of Fish and Game. It is a statewide inventory of the locations and conditions of the state's rarest species and natural communities. Data in the CNDDDB are stored in geographic information system (GIS) format and can be retrieved as reports, maps, or overlays. |
| <b>California Public Utility Commission (CPUC)</b>                       | Regulates privately owned telecommunications, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. The CPUC is responsible for ensuring that California utility customers have safe, reliable utility service at reasonable rates, protecting utility customers from fraud, and promoting the health of California's economy.  |
| <b>California Register of Historical Resources (California Register)</b> | The California Register is the authoritative guide to the state's significant historical and archeological resources.   |
| <b>California Transportation Commission (CTC)</b>                        | A State commission established by Assembly Bill 402 (AB 402) with nine appointed members and two ex-officio members, responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC also provides guidance and recommendations on transportation policies.  |
| <b>California Transportation Plan (CTP)</b>                              | The state's long-range transportation plan, with a minimum 20-year forecast period, for all areas of the state that provides for the development and implementation of California's intermodal transportation system. (Title 23 United States Code, Section 135). Per California statute, the CTP may not be project-specific.  |
| <b>Capital Improvement Program (CIP)</b>                                 | A program of projects to maintain or improve the level of service and performance standards and to mitigate transportation impacts (e.g., in a Congestion Management Program, a transit plan, an Aviation Systems Plan).  |

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| <b>Clean Air Act (CAA)</b>                     | Federal legislation that sets national air quality standards; requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan (SIP). The sweeping 1990 amendments to the CAA, sometimes referred to as CAAA, established new air quality requirements for the development of metropolitan transportation plans and programs.   |
| <b>Clean Air Act Amendments of 1990 (CAAA)</b> | The comprehensive federal legislation that establishes criteria for attaining and maintaining the federal standards for allowable concentrations and exposure limits for various air pollutants; the act also provides emission standards for specific vehicles and fuels.   |
| <b>Clean Water Act</b>                         | Legislation that provides statutory authority for the National Pollutant Discharge Elimination System (NPDES) program; Public law 92-500; 33 U.S.C. 1251 et seq. Also known as the Federal Water Pollution Control Act.  |
| <b>Community Noise Equivalent Level (CNEL)</b> | The CNEL represents the average continuous noise level over a 24-hour period, with special weighting factors applied to noise events occurring in the nighttime (10:00 p.m. to 7:00 a.m.), the evening (7:00 p.m. to 10:00 p.m.), and the daytime (7:00 a.m. to 7:00 p.m.).  |
| <b>Conformity</b>                              | The ongoing process that ensures the planning for highway and transit systems, as a whole and over the long term, is consistent with the state air quality plans for attaining and maintaining health-based air quality standards; conformity is determined by metropolitan planning organizations (MPOs) and the U.S. Department of Transportation (U.S. DOT) and is based on whether transportation plans and programs meet the provisions of a State Implementation Plan (SIP). |
| <b>Congestion</b>                              | Defined by Caltrans as highway operating speeds reduced to less than 35 miles per hour for longer than 15 minutes.   |
| <b>Cooperating Agency</b>                      | An agency, other than the Lead Agency, that has jurisdiction by law or other expertise that is formally involved in a proposed project.  |
| <b>Criteria Pollutants</b>                     | Criteria pollutants include ozone, carbon monoxide, nitrogen dioxide, inhalable particulates (particulate matter less than 10 microns), and lead, as defined by the California Air Resources Board.  |
| <b>cubic foot per second</b>                   | A rate of flow equal to approximately 7.5 gallons.   |
| <b>Cumulative effects</b>                      | Project effects that are related to other actions with individually insignificant but cumulatively significant impacts.  |
| <b>E</b>                                       |  |
| <b>Environmental Justice (EJ)</b>              | Federal Executive Order 12898 requiring analysis of the impact of a facility or project on disadvantaged populations (i.e., low-income, minority)  |

## F

### **Federal Highway Administration (FHWA)**

Federal Highway Administration is the federal lead agency that has delegated its National Environmental Quality Act (NEPA) responsibility to Caltrans.

## G

### **Greenhouse Gas (GHG)**

Green house gases can be naturally occurring or man-made. Greenhouse gases include, but are not limited to, the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride.

## H

## I

### **Impacts**

Reasonably predictable changes in the environment resulting from a proposed project. Impacts can be adverse or beneficial, and can be classified as direct, indirect, or cumulative.

### **Initial Study/Environmental Assessment (IS/EA)**

An assessment of a proposed project's environmental impacts and recommended methods for avoiding or mitigating any significant adverse impacts. A Draft IS/EA is circulated for public review and comment. A Final IS/EA includes responses to public and agency comments and revisions to the Draft IS/EA.

## L

### **Lead Agency**

The public agency responsible for completing California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) documentation. For the I-5 HOV Lane Extension Project, Caltrans is the Lead Agency.

### **Least Environmentally Damaging Practicable Alternative (LEDPA)**

The alternative out of the analyzed set of alternatives that has the least amount of damage to environmental resources.

## M

### **Mitigation Measure**

Action that avoids, minimizes, or compensates for the significant impacts of a project.

### **Mitigation Monitoring and Reporting Program (MMRP)**

A plan for ensuring that measures to mitigate adverse project impacts are implemented. The plan is a documentation of the commitments made by the Lead Agency to avoid, minimize, and mitigate project impacts and is used as a tool to track their implementation. For the I-5 HOV Lane Extension Project Draft Initial Study/Environmental Assessment (IS/EA) a Mitigation Monitoring and Reporting Program (MMRP) has been provided in Appendix F.



## N

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| <b>National Environmental Policy Act (NEPA)</b> | Established in 1969, NEPA is the basic national charter for protecting the environment. NEPA requires federal projects to disclose potential environmental impacts and to evaluate alternatives and mitigations in the I-5 HOV Lane Extension Project Draft Initial Study/Environmental Assessment (IS/EA). |
| <b>Notice of Availability (NOA)</b>             | An announcement of the release of the Draft Initial Study/Environmental Assessment (IS/EA) Report/Environmental Impact Statement (EIR/EIS) that makes the documents available to the public.  |
| <b>Notice of Determination (NOD)</b>            | After approving the Final EIR, the Lead Agency files an NOD with the State Clearinghouse to document approval of the project. Posting of the NOD commences a 30-day statute of limitations. During this time, someone can file a court action challenging the approval of the project.                      |

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| <b>Orange County Transportation Authority (OCTA)</b> | A multi-modal transportation agency serving Orange County. Working in cooperation with Caltrans on the I-5 HOV Lane Extension Project. |
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| <b>Participating Agency</b>       | Federal, State, regional, or local agencies that may have an interest in the project.  |
| <b>Preferred Alternative</b>      | The alternative that causes the least damage and best protects, enhances, and preserves cultural, historic, and natural resources. This alternative must be identified, but not necessarily adopted, through the Draft Initial Study/Environmental Assessment (IS/EA) process. |
| <b>Purpose and Need Statement</b> | The section of the Draft Initial Study/Environmental Assessment (IS/EA) dedicated to defining the problems to be solved (need) and what the project will accomplish (purpose).   |

## R

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| <b>Record of Decision (ROD)</b> | Public notification about which alternative the federal Lead Agency has selected and why. The ROD must be published no less than 30 days after the Notice of Availability (NOA) of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS). |
| <b>Responsible Agency</b>       | Under the California Environmental Quality Act (CEQA), an agency that will issue permits or other approvals for the project. Responsible agencies act after the Lead Agency completes its CEQA process.  |

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| <b>Southern California Association of Governments (SCAG)</b> | Southern California Association of Governments is a federally designated Metropolitan Planning Organization for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and is a Project partner agency. |
| <b>State Clearinghouse Review</b>                            | The Draft Initial Study/Environmental Assessment (IS/EA) is published in the State Clearinghouse Review for public review and comment.   |

## T

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| <b>Technical Studies</b> | A detailed study examining a specific environmental category (i.e., air quality, noise).   |
| <b>Trustee Agency</b>    | State agency that has jurisdiction, by law, over natural resources affected by a project (i.e. State lands Commission, California Department of Parks and Recreation). |

Sources: EPA Terms of Environment, Glossary, Abbreviations and Acronyms, [www.epa.gov/OCEPaterms/aterms.html](http://www.epa.gov/OCEPaterms/aterms.html), accessed March 2010